Crosman CORPORATION

CROSMAN

Models 100 .177 Cal.
Models 101-102 .22 Cal.

Air-Powered

PELLET RIFLE

Model-100 Circa..1942-1951
Model-102 Circa..1926-1951
Model-101 Circa..1925-1951
Model-104 Circa..1942-1951

"POWER WITHOUT POWDER"

INSTRUCTIONS
AND
PARTS LIST

CROSMAN ARMS CO., Inc.

To Test and Replace Valves

If your rifle fails to hold compression for normal shooting, test as follows: Cock the hammer, pumping four strokes of compressed air into chamber, close breech bolt and insert muzzle end in container of water. If a steady stream of bubbles appears on surface, the exhaust valve is not functioning properly.

If the exhaust valve is in good condition, test for check valve trouble as follows: Cock hammer, pump four strokes of compressed air into chamber, pull out lever so that end of pump is above small suction hole on pump tube. Wait a few seconds to permit superfluous air between chamber and pump to escape. Then apply moistened finger to suction hole and if a stream of bubbles appears, the check valve is not functioning properly.

To make replacements or clean valves, remove cover (magazine type) or breech bolt stop, S-5, which permits taking out breech bolt. Remove barrel set screw S-1 or M-1, place nail or suitable tool in barrel set screw hole extending down into exhaust valve body G-6. Then remove hammer plug and pull trigger, allowing hammer sleeve to slide forward. With wrench No. 39 and No. 40 unscrew hammer spring lock nut which permits removal of spring and sleeve, pulling trigger which permits inserting wrench. Remove body lock nut G-8, again pull trigger which permits extraction of body and exhaust valve. Then hold hand under opening in breech block, pump stroke of compression which forces out check valve and check valve spring retainer.

After valves are removed clean as follows: Remove exhaust valve G-7 from body G-6 and with an old tooth brush clean perfectly the valve seat where valve meets body. Clean body G-6 thoroughly, especially on valve seat. In assembling valve and body take care not to scratch valve seat on body. Clean check valve by brushing.

Wrap cloth around small stick, reaching down into air chamber G-1 and clean check valve seat perfectly. Under no circumstances use steel rod or you will destroy the check valve seat.

To assemble valve mechanism hold gun at a slight angle to allow check valve to slide gently into position. Clean check valve spring and retainer and insert. With trigger pulled insert exhaust valve and body lock nut, taking care that the vent hole of body is on top. Press exhaust valve against check valve spring and insert nail through barrel set screw hole, reaching down into body so as to bring in line. Then tighten body lock nut, insert hammer, spring and lock nut and tighten hammer spring lock nut gently. If lock nut is too tight you will be unable to cock hammer. Withdraw the nail and screw in barrel set screw.

To Replace Pump Cup

Push back front sight spring, G-20. This allows removal of pin, G-21. Remove front sight and pull out lever and pump. Loosen lock nut, G-27, and loosen felt retainer, G-26. Slide back pump washer, G-24. Then unscrew compression head, G-22, and take out old pump cup and replace with new G-23. Replace compression head, G-22 and reassemble. Insert and adjust pump to obtain maximum air intake.

To Release Over-Charged Gun

This rifle is equipped with a new type efficient pump. Do not pump more than four times for maximum power. If rifle is over-charged with air, let hammer down and strike plug a sharp blow to release the air.

To Replace Trigger

To make trigger replacement remove trigger guard and bring out pin on side of breech block.

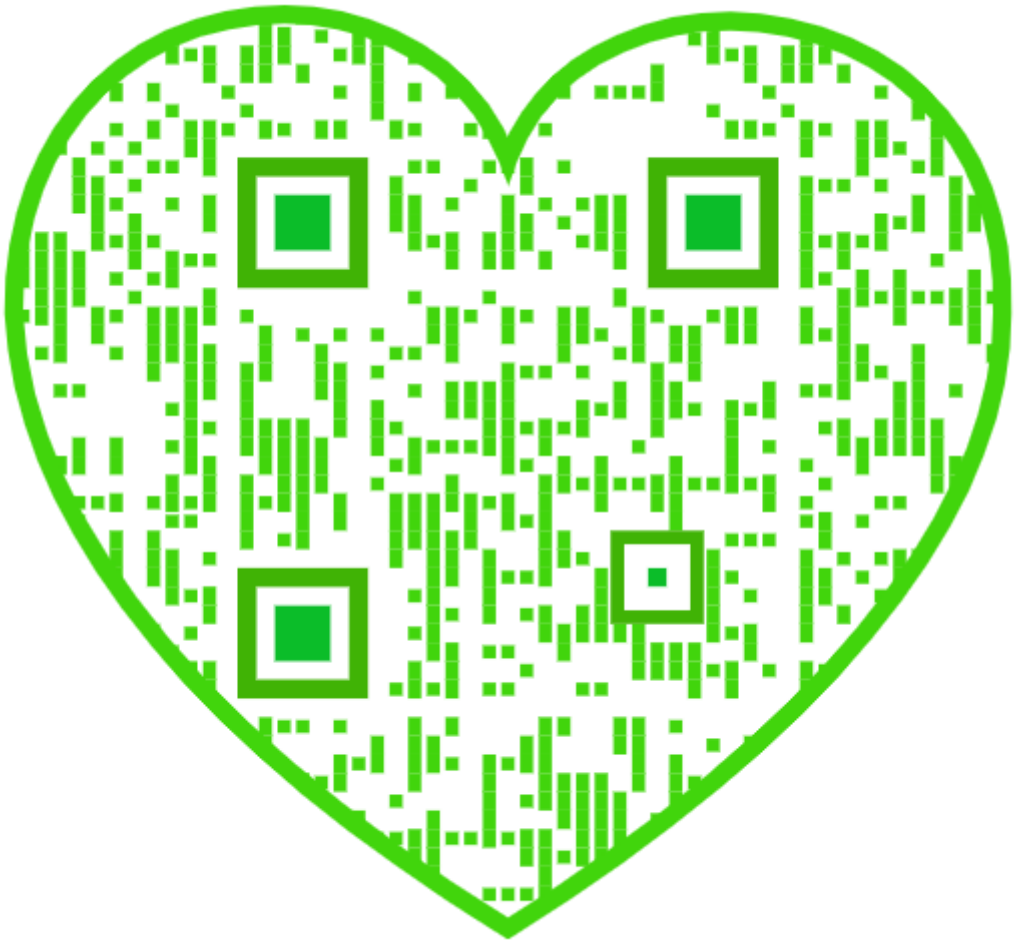
To Remove Pells from Plugged Barrel

If through carelessness the barrel becomes plugged with pells remove as follows: Insert in muzzle end of 3-16 flat end ram rod and gently drive out pells. However, before doing this remove breech bolt and cross feed. If unsuccessful, purchase a thin asbestos sheet that can be obtained for a few cents from any hardware store. Hold barrel over gas flame to melt lead. Then use .22 caliber scratch brush to clean out barrel.

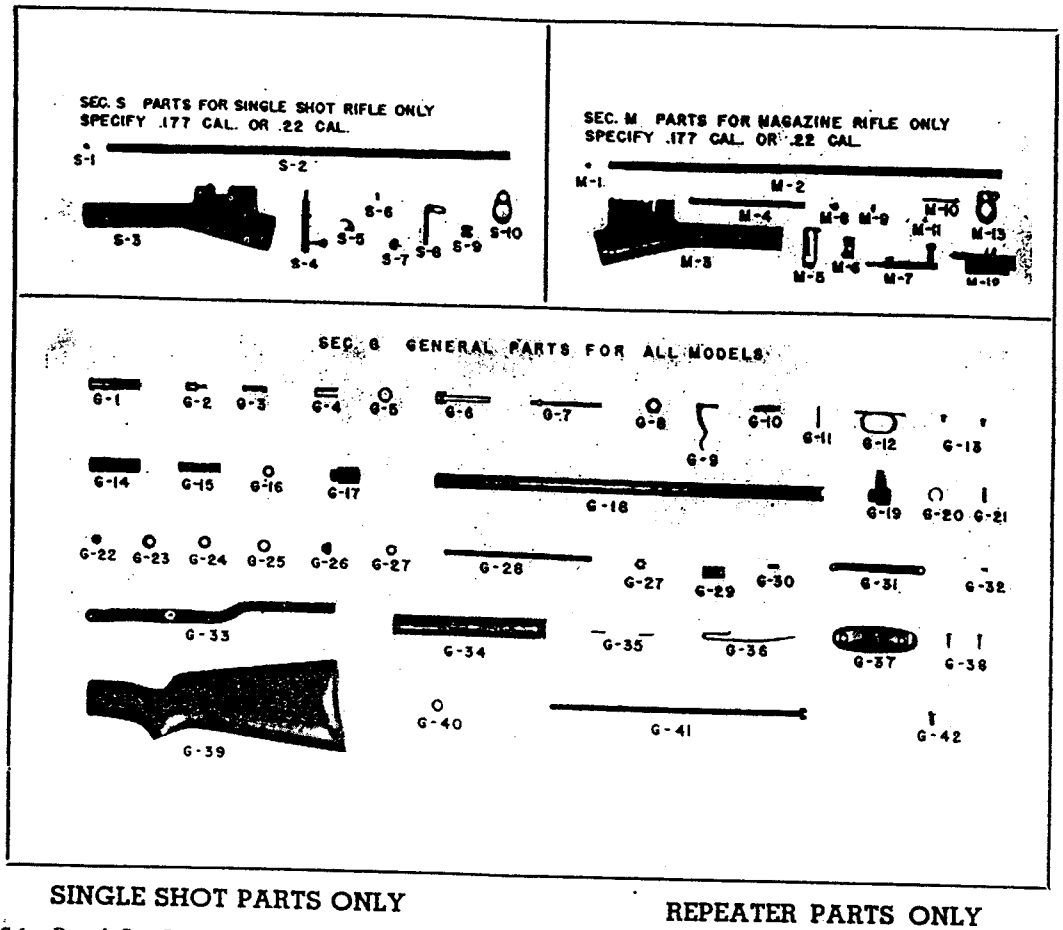
Lubrication

For lubricating purposes use only Crosman "Lubro 90" a special lubricant developed by our engineers. Remit 25c in stamps for a large tube. In an emergency if Crosman "Lubro 90" is not available, use a superior grade light oil. Do not lubricate rifle excessively as oil collects dust and grit.

CROSMAN AIRGUNS • VISIBLE IMPACT TARGETS • BENJAMIN SHERIDAN
Routes 5 & 20, East Bloomfield, NY 14443



COMPONENT PARTS FOR CROSMAN RIFLES
SINGLE SHOT — REPEATERS ——— .177 AND .22 CALIBER



SINGLE SHOT PARTS ONLY

S-1 Barrel Set Screw
S-2 Barrel
S-3 Breech Block
S-4 Breech Bolt
S-5 Breech Bolt Stop
S-6 Breech Bolt Screw
S-7 Rear Sight Bridge Srew
S-8 Rear Sight Bridge
S-9 Rear Sight Peep
S-10 Center Strap

REPEATER PARTS ONLY

M-1 Barrel Set Screw
M-2 Barrel
M-3 Breech Block
M-4 Magazine
M-5 Swinging Cam
M-6 Cross Feed
M-7 Breech Bolt
M-8 Magazine Cover
M-9 Magazine Set Screw
M-10 Separator Spring
M-11 Separator Spring Screw
M-12 Breech Cover
M-13 Center Strap

INTERCHANGEABLE PARTS FOR ALL MODELS AND CALIBERS

G-1 Compression Chamber
G-2 Check Valve
G-3 Check Valve Spring
G-4 Spring Retainer
G-5 Exhaust Valve Body Gasket
G-6 Exhaust Valve Body
G-7 Exhaust Valve Stem
G-8 Body Lock Nut
G-9 Trigger
G-10 Trigger Spring
G-11 Trigger Pin
G-12 Trigger Guard
G-12 Trigger Guard Screws
G-14 Hammer Sleeve
G-15 Hammer Spring
G-16 Hammer Spring Lock Nut
G-17 Hammer Plug
G-18 Compression Tube
G-19 Front Sight
G-20 Front Sight Spring
G-21 Front Sight Pin

G-22 Compression Head
G-23 Pump Cup
G-24 Pump Washer
G-25 Felt Washer
G-26 Felt Retainer
G-27 Pump Lock Nut
G-28 Pump Rod
G-29 Plunger Guide
G-30 Plunger Guide Pin
G-31 Pump Lever Link
G-32 Pump Lever Link Rivet
G-33 Pump Lever
G-34 Fore End
G-35 Fore End Pins
G-36 Pump Lever Spring
G-37 Butt Plate
G-38 Butt Plate Screws
G-39 Stock with Butt Plate
G-40 Stock Bolt Washer
G-41 Stock Bolt
G-42 Center Strap Screw

When ordering parts please specify gun caliber and order by name and parts numbers above.